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PHOTOGRAPHIC INTERPRETATION REPORT

PROBABLE REGIONAL SUPPORT
AND RECYCLING INSTALLATION
NEAR ZHITOMIR, USSR



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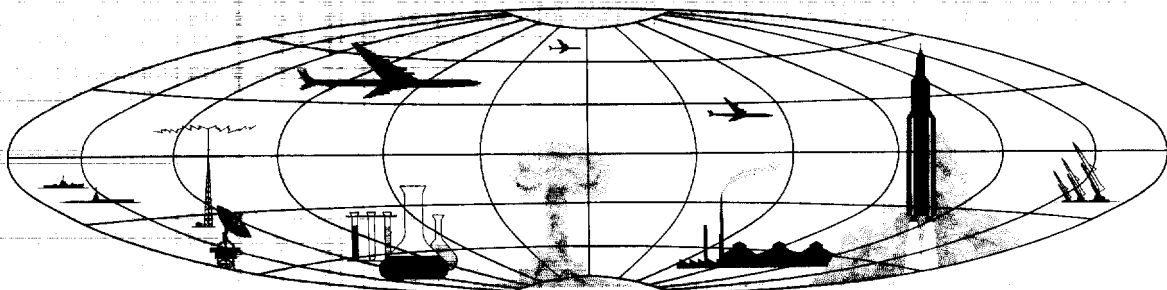


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PROBABLE REGIONAL SAM SUPPORT AND RECYCLING INSTALLATION NEAR ZHITOMIR, USSR

INTRODUCTION

An installation of unusual layout was observed for the first time on [redacted] photography of [redacted] at 50-11N 29-05E, about 17 nautical miles (nm) east-southeast of Zhitomir, 8 nm south-southeast of Korostyshev, and 55 nm west-southwest of Kiev (Figure 1). At that time this installation was designated as a probable missile-handling and support installation, possibly to serve the MRBM launch sites in the Gomel', Ovruch, Uman', and Stanislav/Kamenets-Podol'skiy areas. Subsequently, [redacted] photography of [redacted] permitted a

comparative photographic study as well as a re-evaluation of the function of the installation. The very small scale of the photography, the lack of stereographic coverage, the great amount of target halation, and scattered clouds greatly limit the amount of observable detail and preclude precise measurements of facilities. At the time of previous coverage of the area during World War II, the Zhitomir installation did not exist. A village observed on 1944 photography just southwest of the present site has since been dismantled.

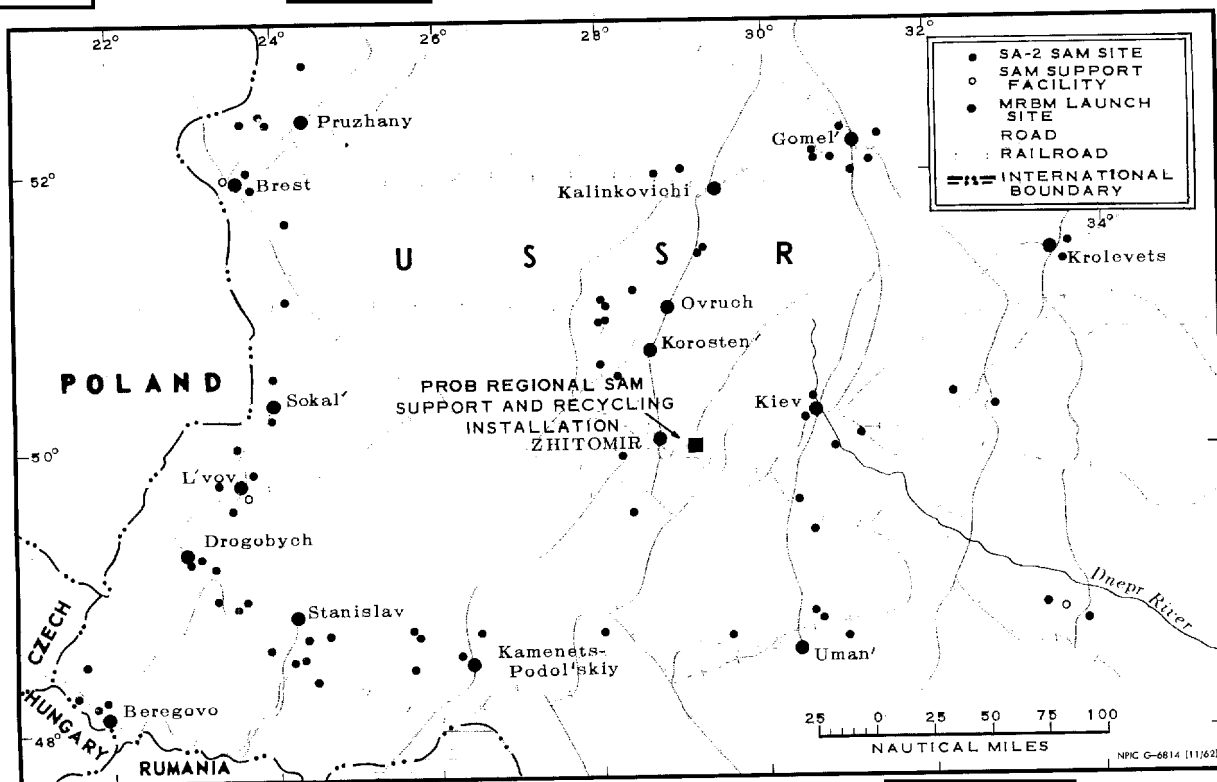


FIGURE 1. AREA ORIENTATION MAP. Features shown are as of [redacted]

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DETAILED ANALYSIS

The Zhitomir Probable Regional SAM Support and Recycling Installation is composed of three principal areas: a Probable Assembly and Checkout Area, an Explosives-Storage Area, and a Probable Technical Support and Housing Area (Figures 2 and 3).

PROBABLE ASSEMBLY AND CHECKOUT AREA

This area is rectangular, measures approximately 2,530 by 2,420 feet, and is enclosed by a single security fence. It lies 11,000 feet north of the Zhitomir-Kiev road and railroad and is served by both a road and rail spur. An east-west road provides direct connection with two rail transloading points. Along the east-central section of the fenced area are four rectangular, drive-through assembly-type buildings, each 210 by 135 feet, arranged in a single row about 65 feet apart. Distinctive wide concrete aprons, each approximately 170 by 135 feet, serve the buildings along the north and south sides. These aprons curve gently where they meet the access roads. It is believed that major assembly of the

missile components -- shipped from the fabrication centers -- could be performed in these buildings. It is here also that the missiles would be disassembled during periodic recycling.

Just to the south of the four assembly-type buildings are four other rectangular drive-through buildings approximately 335 by 100 feet that probably are used for subassembly or checkout of missile components. These buildings are 70 feet apart and are road served at right angles along the north and south sides. The buildings are unusual in that on the north side they appear to extend across the road, thus providing a probable shelter for offloading. The exact limits of these shelters are not clearly discernible; however, the maximum length including the building is approximately 400 feet. Just to the south of the easternmost building is a concrete apron 140 feet square. To the south of the two westernmost buildings is an unidentified cleared area with no discernible structures. Three long, narrow, rectangular buildings of undetermined dimensions are situated just west of the probable assembly and checkout buildings and probably are used for storage. Two short spur roads

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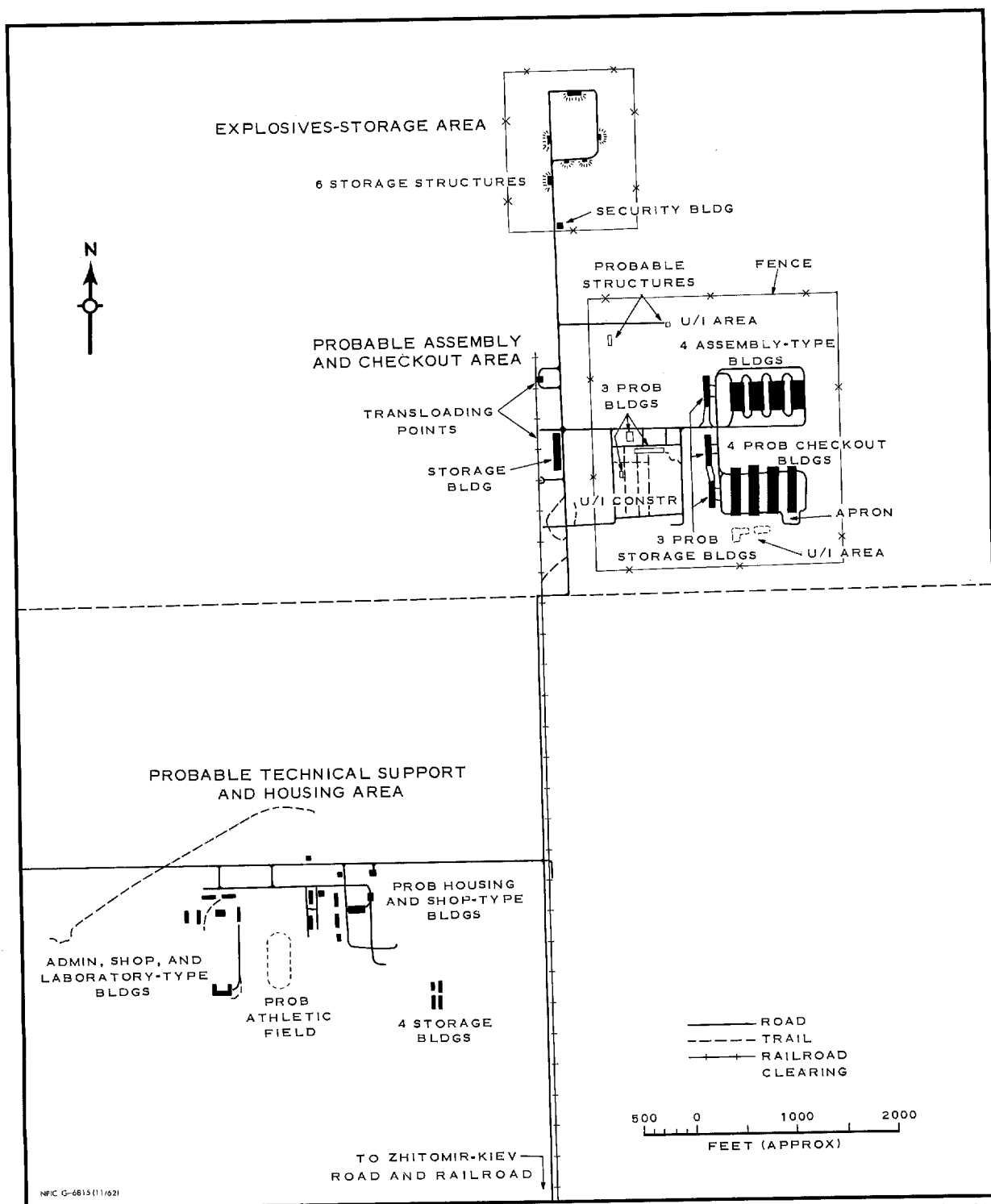


FIGURE 2. FACILITIES AT THE PROBABLE REGIONAL SAM SUPPORT AND RECYCLING INSTALLATION NEAR ZHITOMIR.

TOP SECRET

NPIC/R-151/62

enter each of the buildings from the east. The northern building has an apron along the south side, and the other two buildings appear to share an apron located between them.

An unidentified rectangular area, measuring about 920 by 550 feet, lies just west of the probable checkout buildings. It is served by four short spur roads off the main east-west road. Individual features are very difficult to identify but the area appears to consist of three probable buildings of varying size and shape and construction of an undetermined nature.

In the northwestern part of the fenced area, close to its north boundary and approximately 640 feet northwest of the assembly-type buildings is an unidentified area that has been observed only on largely cloud covered and hazy photography. This area is served by a single spur road off the main north-south road but does not appear to be connected directly by road to other facilities within the enclosure. Two contiguous rectangular road patterns are discernible, one smaller than the other. Also visible are two probable structures that may be drive-through. The function of this area cannot be determined. It is possible that it serves as a depot for storage of oxidizer and kerosene supplies for those SAM sites in the immediate area for which no immediate support facilities have been identified.

Just west of the Probable Assembly and Checkout Area is an unsecured transloading facility served along the west by rail and along the east by the main north-south access road of the installation. It consists of a northern and a southern transloading point. The southern, and principal, transloading point has a 330-foot-long storage building with associated service apron. Three east-west roads extend from this transloading point to the main north-south road, the northernmost continuing directly into the Probable Assembly and Checkout Area.

The northern transloading point is served by

a loop road off the main north-south road. The loop road is not as wide as those serving the southern transloading point. It is possible that explosives are offloaded here and trucked to the Explosives-Storage Area just to the north.

EXPLOSIVES-STORAGE AREA

The Explosives-Storage Area is situated just north of the Probable Assembly and Checkout Area and measures 1,720 by 1,270 feet. It is enclosed by a single fence and has a security building at the entrance. It lies at the terminus of the access road that serves the Probable Assembly and Checkout Area but appears to have no rail service. Five storage structures are situated around a rectangular loop road and a sixth lies along the main road just south of the junction of the loop road. All six structures appear to be either bunkers with aprons or buildings revetted on three sides with an apron on the fourth side. The largest of the structures lies along the northern segment of the loop road; one medium-size structure lies along the western segment and one along the access road; and three small structures lie along the southern and eastern segments of the loop road. Further details and mensuration are not possible because of indistinct photography. A large, irregularly shaped clearing 740 feet east of the Explosives-Storage Area does not appear to be associated with this facility.

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PROBABLE TECHNICAL SUPPORT AND HOUSING AREA

This area, which appears to be under construction, is an unfenced installation situated in a

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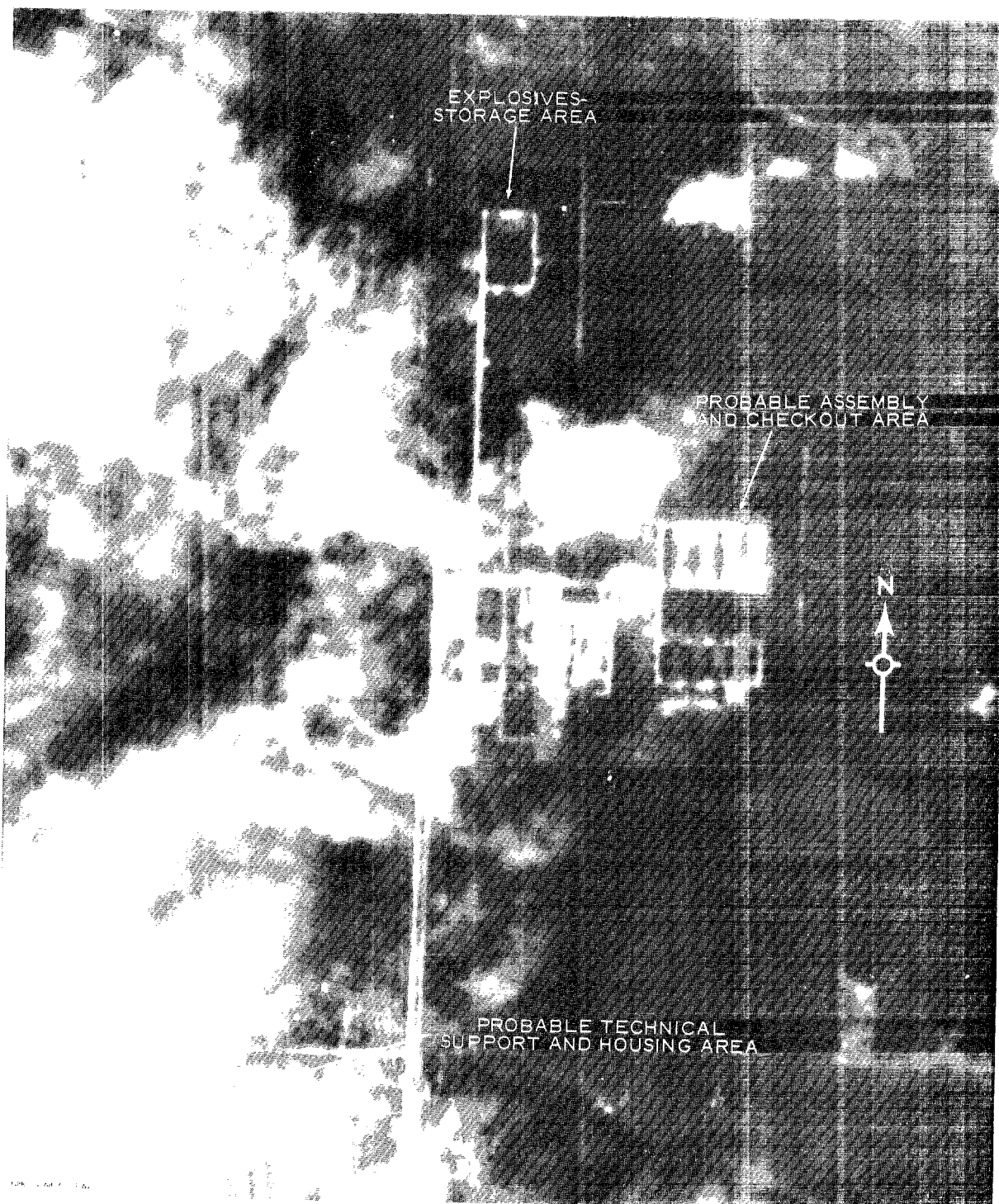


FIGURE 2. PROBABLE ASSEMBLY AND CHECKOUT AREA AND EXPLOSIVE STORAGE AREA OF THE PROBABLE REGIONAL SAM SUPPORT AND RECYCLING INSTALLATION NEAR PHNOM PENH

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heavily wooded area. It measures approximately 4,840 by 1,700 feet. It has a direct east-west road connection to the main access road. The Probable Assembly and Checkout Area lies about 2,500 feet to the north of the junction of the two roads, and the Zhitomir-Kiev road and railroad lie about 8,500 feet to the south. The area contains an unusual road pattern characterized by short spur roads, some of which have wide-radius, 90-degree turns. Very few of the facilities in the area have been constructed along the main east-west road. For the most part they are concentrated just to the south of a road that is south of and parallel to the main east-west road. The majority of the facilities observed in the area are rectangular and of varying size. A number of the buildings have either end or side drive-through capability.

Although details of configuration are difficult to ascertain because of clouds, haze, and lack of stereographic coverage, the area can be divided roughly into two main sections: an eastern section composed largely of probable housing and

shop-type buildings and a probable athletic field; and a western section composed of administration, shop, and laboratory-type buildings.

Four storage buildings just to the southeast of the area proper appear to be remnants of the former village. In the eastern section of the area, four buildings measuring approximately 125 by 60 feet probably are used for housing. The other buildings in this section appear to be shops or general support buildings. The probable athletic field, which lies near the center of the area, is approximately 400 by 175 feet.

Seven buildings can be identified in the western section of the area, the largest being a U-shaped administration-type building in the southwest part of the area. The base of this building measures 190 by 45 feet and each leg 65 by 45 feet. Numerous clearings, either the sites of former buildings now dismantled or sites for future construction, are observed. The general configuration of the area suggests that it probably is used for modification and laboratory-type operations as well as for housing.

CONCLUSIONS

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Logistically any one of a number of missile systems could be serviced by the Zhitomir installation. The installation is served from the Zhitomir-Kiev road and railroad by a newly constructed road and rail spur which feed into the general transportation network of the area, thus providing good, although indirect, access to all the known missile-related installations in the area, including SAM and MRBM installations.

Although the installation is located so as to be able to service the numerous MRBM launch sites in the area, the bulk of evidence negates association of this installation with such sites. Continuing study of the MRBM launch sites in this area reveals that, in addition to the ready build-

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REFERENCES

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Mission	Date	Pass	Frames	Classification

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MAPS OR CHARTS

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REQUIREMENT

AIR. AFIC 34-61

NPIC PROJECT

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